Justification and Approval (J&A) *for* Other Than Full and Open Competition

NOTE: *If a Justification and Approval was approved for the preceding acquisition, a copy of the approved J&A for the predecessor action must be included in the staff package for approval of the instant J&A. This applies to J&A staff packages that are submitted for review and approval at a level above the contracting officer. The predecessor J&A will be used as a reference document by the approving official.*

Choose the funding level for this J&A Document:

○ ≤ $650K ○ > $650K and ≤ $12.5M ○ > $12.5M and ≤ $85.5M ◉ > $85.5M

Contracting Activity: United States Air Force, Air Force Life Cycle Management Center, F-22 System Program Office

Purchase Request / Local ID Number: To Be Determined

Program / Project (and PE, if applicable): F-22 Follow-On Agile Sustainment for the Raptor (FASTeR II)

Program Type (PEO or Other Contracting): Program Executive Officer (PEO)

Authority (include full title): 10 United States Code (U.S.C.) 2304(c)(1) as implemented by Federal Acquisition Regulation (FAR) 6.302-1(a)(2)(iii), Only One Responsible Source and No Other Supplies or Services Will Satisfy Agency Requirements

Estimated Contract Cost (including options): $15,200,000,000.00 J&A Type: ◉ Class ○ Individual

COORDINATION (AFFARS 5306.304(a))

Date 30 Oct 2015	**Program Manager** Katey Shaffer, GS-13 AFLCMC/WWUV/ [redacted]	Signature [redacted]
Date 02 Nov 2015	**Contracting Officer** Marilee Barnes, GS-13 AFLMCMC/WWUKH / [redacted]	Signature [redacted]
Date 05 Nov 2015	**Local Legal Reviewer** Curtis D. Elton, GS-14 AFSC 75 ABW/JA / [redacted]	Signature [redacted]
Date 05 Nov 2015	**Product Support Manager-Operating Location** Rodney S. Stevens, Lt Col, USAF AFLCMC/WWUB / [redacted]	Signature [redacted]
Date 05 Nov 2015	**Product Support Manager** Robin Mosley, GS-15 AFLCMC/WWUL / [redacted]	Signature [redacted]
Date 06 Nov 2015	**Contracting Branch Chief** Brian C. Walters, GS-14 AFLCMC/WWUKH / [redacted]	Signature [redacted]
Date 06 Nov 2015	**Chief of the Contracting Office (COCO)** Jonna L. Hancey, GS-15 AFLCMC/PZK/ [redacted]	Signature [redacted]
Date 10 Nov 2015	**Competition Advocate** Kevin Flinders, GS-15 AFMC OL:H/PZC / [redacted]	Signature [redacted]

Justification and Approval (J&A) *for* Other Than Full and Open Competition

Date	Senior Contracting Official (SCO or SCCO)	Signature
12 Nov 2015	C. Anthony Braswell, SES AFSC OL:H/PK/PZ / [redacted]	[redacted]
Date	Director, F-22 System Program Office	Signature
16 Nov 2015	Anthony W. Genatempo, Col, USAF AFLCMC/WWU / [redacted]	[redacted]
Date	PEO / Commander (Requirements Cognizance)	Signature
23 Dec 2015	Eric T. Fick, Brig Gen, USAF AFLCMC/WW / [redacted]	[redacted]
Date	Deputy Assistant Secretary (Contracting)	Signature
29 Feb 16	Casey D. Blake, Maj Gen, USAF SAF/AQC / [redacted]	Casey D. Blake

APPROVAL (AFFARS 5306.304(a))

Date	Senior Procurement Executive	Signature
22 Mar 16	Darlene J. Costello, SES SAF/AQ / [redacted]	Darlene J. Costello

Justification and Approval (J&A) *for* Other Than Full and Open Competition

I. Contracting Activity.

United States Air Force (USAF)
Air Force Materiel Command (AFMC)
Air Force Life Cycle Management Center (AFLCMC)
F-22 System Program Office (SPO)
5648 Foulois Road, Building 688
Hill Air Force Base (AFB), Utah 84056-5116
AFLCMC/WWUKH, Contracting Officer: Marilee Barnes, [redacted]

II. Nature and/or description of the action being processed.

The purpose of this Class Justification and Approval (J&A) is to authorize the use of other than full and open competition to procure air vehicle sustainment services for the F-22 Raptor.

Current F-22 Air Vehicle support is obtained through a contract known as Follow-On Agile Sustainment for the Raptor (FASTeR), FA8611-08-C-2897, which has a period of performance from 1 January 2008 through 31 December 2017. As an artifact of an earlier combined acquisition strategy including air vehicle and engine sustainment, the FASTeR J&A is shared with the air vehicle sustainment program, even though the two efforts have been contractually independent since 2008. This Class J&A covers the period beyond the previous Class J&A for comprehensive F-22 Air Vehicle sustainment only.

While the previous J&A forecasted the possibility of breakouts and competition, operational and financial considerations made this infeasible. The previous J&A anticipated greater weapon system usage than actually occurred. Between 2008-2013, the F-22 fleet consistently under-flew planned aircraft flight hours by an average of 40% per year. Flight hours are determined by operational users, but are also influenced by factors such as sequestration, which limited flying across the Air Force, and an oxygen supply issue that grounded the F-22 fleet for four months in 2011. The number of flight hours increased sharply in 2014, and Air Combat Command (ACC) expressed confidence of higher flight hour's for the foreseeable future. Therefore, due to unpredictability of the previous and recent operational support environment, to include similar reasons and financial considerations described in Section V of this J&A, pursuing breakouts and competition under the previous J&A did not come to fruition.

Upon approval to use other than full and open competition procedures, the USAF will establish a sole-source Indefinite Delivery/Indefinite Quantity (ID/IQ) type contract for the acquisition of services for sustainment support of the F-22 Air Vehicle. The F-22 SPO is seeking approval for a ten year, six month ordering period for Performance-Based Logistics (PBL) sustainment services with Lockheed Martin Aeronautics Company (LMA) as the Product Support Integrator (PSI). The ordering period of the proposed ID/IQ contract covered by this J&A begins 1 January 2018 and ends 30 June 2028. This is composed of a five year base period, five year option period, and a six month option period in accordance with FAR clause 52.217-8, Option to Extend Services. All options will be evaluated in accordance with FAR 52.217-5, Evaluation of Options provision. Before exercising an option, the contracting officer must receive approval from the PEO for a determination that use of the option is in the best interest of the government. The period of performance will be defined individually for each order placed during the ID/IQ ordering periods for both severable and non-severable services. Non-severable services are expected to last more than one year.

The proposed ID/IQ contract is anticipated to include Cost Reimbursable No Fee (CRNF), Fixed Price Incentive (FPI), Cost Plus Fixed Fee (CPFF), Cost Plus Incentive Fee (CPIF), and Firm Fixed Price (FFP) pricing arrangements, with assignment of contract type based on the risk and historical performance data associated with particular requirement areas. CRNF will be used for travel. FPI will be applied on basic sustainment and management labor activities (e.g. field support representatives, logistics support, and program management).which were widely performed during the initial FASTeR contract, and for which the program has historical cost data. FPI requirements with historical cost data continue to have performance uncertainties which makes transition to FFP unfavorable.

Some sustainment requirements remain unpredictable (depot throughput and unscheduled maintenance) or have limited historical cost and performance data (depot activations) and will be covered by cost-type pricing arrangements. As sufficient experience and cost data is obtained, transitioning cost-type pricing arrangements to fixed-price will be considered. Well-defined recurring material and labor tasks such as retrofit kits and spares will be priced as FFP.

III. Description of supplies/services required to meet agency needs.

Under the proposed contract, sustainment of the F-22 Air Vehicle will be provided through a PBL contract with a PSI. Services provided by a PSI for the F-22 Air Vehicle is comprised of key logistics areas, which include: Program Management (subject to government direction), Operations Support, Field Support, Integrated Maintenance Information Systems (IMIS), Technical Order Data, Supply Chain Management, Training Systems, Fleet Management, Sustaining Engineering, Weapon System Integrity Program (WSIP), Support Equipment, Reliability, Maintainability and Maturation Program (RAMMP), Depot Activations, and other similar comprehensive air vehicle sustainment services, as needed.

The most current Program Office Estimate, dated 3 August 2015, of the maximum total dollar value necessary for this ID/IQ requirement is $15.2B covering the total ordering period of 1 January 2018 through 30 June 2028.

IV. Statutory authority permitting Other than Full and Open Competition.

10 U.S.C. 2304(c)(1) as implemented by FAR 6.302-1(a)(2)(ii), Only One Responsible Source and No Other Supplies or Services Will Satisfy Agency Requirements.

V. Demonstration that the contractor's unique qualifications or nature of the acquisition requires the use of the authority cited above (applicability of authority).

The F-22 is the Air Force's dominant fighter aircraft and remains a critical component of the United States Global Strike Task Force. As the PSI, LMA brings 30 years of experience on the F-22 program and integrates all sources of product support, both private and public, defined within the scope of our product support arrangement. LMA works with joint venture partner Boeing and multiple subcontractors to design, engineer, manufacture, and sustain the F-22 Air Vehicle. LMA partners with government depots to successfully integrate efforts to continuously improve total systems support of the F-22 weapon system. This Public-Private Partnership (PPP) allows implementation of direct sales, the LMA team directly funding the government depots, leasing activity, and other implementation agreements.

Because of this unique contractual relationship, the F-22 remains a high performance, apex defender within any conflict or combat theater of operations. The F-22s exceedingly specialized innovative aero-design includes highly exceptional systems within systems incorporating unconventional, non-commercial technologies. The integration of these systems provide the F-22 superior capabilities, which includes advanced low observable (LO) technologies, super-cruise capability, superior maneuverability, highly specialized integrated avionics, innovative flight controls, thrust vectoring, a progressive sensor suite, and a composite structure unique from an overwhelming majority of military aircraft and all commercial aircraft. Highly specialized services necessary to sustain the F-22 include, but are not limited to, incremental modernization, LO capabilities, materials and corrosion complexities, specialized processes, and the RAMMP. Present-day modifications and sustainment of the F-22 Air Vehicle remains available from only one responsible source, LMA.

This acquisition will be a follow-on contract for the continued sustainment for the highly specialized F-22 Air Vehicle. Through the F-22 SPOs research, LMA is the only responsible source, and no other suppliers would satisfy the Air Force's requirements. Further, any efforts to mature a new PSI source to basic competency and to transfer the full TDP would result in unacceptable delays, of approximately 10 years, in fulfilling the agency's requirements,

as detailed below.

Although the USAF has unlimited data license rights to a majority of the F-22 Air Vehicle TDP, the data has not been fully delivered under the contractual deferred ordering and delivery clauses. To effectively take delivery of all the data for the F-22 Air Vehicle, the F-22 SPO must request delivery, verify the data upon its delivery, and have adequate resources to organize and manage the data and/or act as an integrator. Without delivery and verification, use of a third party vendor for air vehicle sustainment would result in an unacceptable technical risk, both for the government and the follow-on contractor. In order for the USAF to take delivery of the full TDP, the USAF must do three things: (1) call for the data and pay for reproduction and delivery, (2) conduct a full configuration audit of the Air Vehicle and Engines, and (3) stand-up the requisite configuration management roles within the Program Office to act as the engineering authority.

While at this time no decision has been made to pursue delivery of the full F-22 Air Vehicle TDP, should that happen, the program would require approximately a ten year transition period. Elements involved in a transition of the full TDP includes submittal of a Program Office Memorandum (POM), completing an acquisition, hiring and training organic personnel, and successfully taking organic item management and configuration control. Submittal of the POM for funds, material beddown, and additional organic positions to support the delivery of TDPs must occur two years in advance. Once funding is secured, the acquisition lead time to request and negotiate with LMA for delivery and transfer of the full TDP is anticipated to take two years. This consists of the following tasks: develop the acquisition strategy, develop a transition support plan, execute a request for proposal, receive delivery of the proposal, conduct technical evaluations and engineering analysis, and negotiate and award a contractual agreement. Post contractual agreement, delivery and successful transfer of the full TDP is anticipated to take at least five years (a highly optimistic estimate) in addition to an organic validation and verification process. Concurrent to the above actions, but before final delivery is made; organic personnel must be hired and trained to maintain the TDP through item management and configuration control. Though the above process lays out an approximate ten year timeline for potential delivery and transition of the full TDP, the current acquisition approach is to maintain partnerships with LMA and Boeing, as described in section IX. Schedules for the POM, contracting, and transition can easily expand by multiple years. These uncertainties led to the proposed ID/IQ contract structure with optional out years to enable flexibility.

The F-22 SPO requested a Rough Order of Magnitude (ROM) using a Procurement Contracting Officer Letter (PCOL) on 8 June 2015 for the TDP delivery from LMA. The ROM requested LMA to address both LMAs data and license rights assertions, if any, and an estimate of TDP delivery costs and timeliness. The F-22 SPO anticipated using the ROM estimates to assess whether there are any potential breakout opportunities, such as Fleet Management, Engineering Analysis, Field Support and Supply Chain Management. On 2 July 2015, LMA provided the USAF a response to the PCOL stating that the cost of delivery would be [redacted] and a caveat that "this is a representative cost only and has not been validated by full data analysis, and the submission of this ROM estimate should not be construed as an offer to contract." LMA also stated the timeline for data delivery would take approximately five years once the effort was authorized and funded. LMA had previously used these estimates in support of a submittal for the Partnered Operations for Warfighter Excellence-Raptor (POWER) Business Case Analysis (BCA) and is based on the 2010 BCA with annual escalation. In addition, the SPO estimates that it will take three years to stand up a government effort to support the engineering authority.

The F-22 SPO does not necessarily view LMAs estimated cost prohibitive of obtaining the entire F-22 Air Vehicle TDP. The five year estimate to deliver all TDP is optimistic based on the F-22 SPOs previous experience with F-22 Air Vehicle support equipment. In 2011, the F-22 SPO requested delivery of ten support equipment TDPs. To date, the ten TDPs delivered and none are deemed sufficient to be utilized organically (see section XI for additional information).

The F-22 Chief of Sustainment Engineering has determined the cost and time necessary to reverse engineer or re-engineer the F-22 Air Vehicle TDP are prohibitive and are not feasible solutions for the FASTeR II requirement. Based on the fact the USAF has already paid for the development and engineering of the F-22 Air Vehicle TDP, costs associated with reverse engineering or another entity purchasing data could be considered as duplicative.

VI. Description of efforts made to ensure that offers are solicited from as many potential sources as practicable.

A Sources Sought Synopsis (SSS) posted under FA8205-14-R-0001 for this follow-on contract requirement was posted on FedBizOps on 21 October 2014 and remained active through 24 November 2014. [redacted] responses were received; [redacted]
An updated SSS was posted under FA8205-15-R-0001 on FebBizOps on 22 January 2015, after coordination with the Small Business Office, to reaffirm compliance with small business regulations and to pursue small business opportunities. This SSS refined the statement of government requirements, placed additional emphasis on small businesses, and sought responses from vendors interested in supporting any or all parts of the F-22 Air Vehicle program. On 13 March 2015, the SSS concluded with responses received from one small business, [redacted] and one large business, [redacted]

See Section VIII for market research results.

VII. Determination by the Contracting Officer that the anticipated cost to the Government will be fair and reasonable.

The following steps will be taken to ensure the anticipated cost of this acquisition will be fair and reasonable. The Contracting Officer will comply with the procedures and criteria contained in FAR under Part 30 - Cost Accounting Standards, Part 31 - Contract Cost Principles and Procedures, and Subpart 15.4 - Contract Pricing; to include technical evaluations and audits, as appropriate. Pricing support will be requested to conduct a price analysis based on fair market value and historical purchases to assess proposed pricing along with a cost analysis in order to ascertain reasonableness. Additional steps to ensure price reasonableness will be under the guidance of the Contract Pricing Reference Guides, jointly developed by the Federal Acquisition Institute and the Air Force Institute of Technology. The Contracting Officer and Cost/Price Analyst will utilize the Contract Business Analysis Repository (Defense Federal Acquisition Regulation Supplement (DFARS) Procedures, Guidance, and Information (PGI) 215.4) to harness lessons learned, optimize negotiation leverage and secure the best business deal. The Contracting Officer will obtain certified cost and pricing data in accordance with FAR Subpart 15.403, as required. Prior to negotiations, the Contracting Officer will document pre-negotiation objectives in a Pre-Price Negotiation Memorandum and subsequent to negotiations, a final Price Negotiation Memorandum will be written. These memorandums will include details on price reasonableness and how a fair and reasonable price is established for the contractual action.

VIII. Description of the market research conducted and the results, or a statement of the reasons market research was not conducted.

As described in section VI above, market research, in accordance with FAR Part 10, was conducted by synopsis of the proposed acquisition, advising industry of the pending acquisition, and soliciting inquiries from interested parties. Market research is conducted by the F-22 SPO on an ongoing basis. The F-22 SPO released two Sources Sought notices in the last two years.

Four contractors added their companies to the "interested vendor" list and/or formally responded on FedBizOps while the SSS was open to the public. The F-22 SPOs assessment of the four interested vendors determined these vendors do not possess adequate TDP to perform all portions of the F-22 Air Vehicle PSI support requirements. The USAF sustainment strategy for the F-22 Air Vehicle is to have only one PSI utilizing a PBL contract approach. Only LMA possesses the capability and data to provide sustainment support for the full PSI requirement. One of the four interested vendors was a small business; however, they too do not possess the full capability for F-22 Air Vehicle sustainment and lack access to all F-22 Air Vehicle TDPs. Additional questions were received via e-mail from two small businesses, [redacted] which did not require further research from the SPO due to the nature of their interests. [redacted] contacted the SPO as a consulting company conducting research for other companies. [redacted] contacted the SPO to inquire on contracts with LMA for small business opportunities.

The interested vendors are as follows:

1. LMA: LMA is the incumbent for F-22 Air Vehicle sustainment and can meet all of the USAF requirements. LMA has unique knowledge and experience with the F-22 Air Vehicle as the designer, producer, and incumbent sustainment contractor. LMA also has sole access to the full F-22 Air Vehicle TDP. The USAF has unlimited data rights on a majority of the F-22 Air Vehicle TDP, but did not pay for validation and verification along with delivery of the data. There is also a limited F-22 market. There are no plans to produce more F-22s or offer any for Foreign Military Sales (FMS). Therefore, the marketplace for F-22 sustainment is limited to USAF requirements.

2. [redacted] can provide sustainment support for [redacted] products on the F-22 Air Vehicle. As the product Original Equipment Manufacturer (OEM), [redacted] provides logistical support on numerous sub components for the F-22 Air Vehicle. The inability to access or receive all the TDP required for F-22 Air Vehicle sustainment in a timely manner would make [redacted] unable to perform as the PSI for this contract.

3. [redacted] experience with the [redacted] demonstrates the ability to sustain an aircraft. However, this experience does not demonstrate the ability to sustain the requirements for an air vehicle like the F-22. [redacted] lack of experience in high performance and low-observable aircraft poses a significant risk for successful performance on this program. Additionally, [redacted] does not have access to the TDP for the F-22 Air Vehicle. [redacted] plans to enter into a Strategic Alliance Agreement and teaming agreements with OEMs for sustaining the F-22 Air Vehicle. Based on previous F-22 SPO experience, forming agreements with OEMs is difficult and no other agreements have been formed other than the existing agreements with LMA and OEMs. [redacted] also states they could create F-22 data through reverse engineering. However, the process of reverse engineering data for the entire F-22 Air Vehicle has been determined by the F-22 SPO Chief of Sustainment Engineering to be prohibitively expensive and time consuming, which is not a feasible solution for the government (see paragraph V above). The inability to access or receive all the TDP required for F-22 Air Vehicle sustainment in a timely manner precludes [redacted] from performing as the PSI for the follow-on contract.

4. [redacted] stated an interest in performing as the PSI for the F-22 Air Vehicle. [redacted] plans to obtain TDP from the government or access F-22 data utilizing OEM Associate Contract Agreement. USAF has not taken delivery of sufficient data and does not have the time to obtain delivery/validate and verify sufficient data to facilitate [redacted] work as the PSI. Another approach proposed by [redacted] was to attain data by reverse engineering. However, the process of reverse engineering data for the entire F-22 Air Vehicle has been determined, by F-22 SPO Chief of Sustainment Engineering, to be prohibitively expensive and time consuming. This is not a feasible solution for the government (see paragraph V above). Without the F-22 Air Vehicle data [redacted] is not a viable offeror to perform the PSI requirements of this contract.

In summary, market research indicates LMA is currently the only viable source for providing F-22 Air Vehicle sustainment. Driving factors leading to the assessment are:

- LMAs knowledge and experience: With their history as the F-22 Air Vehicle designer, producer, and incumbent sustainment contractor.

- Lack of other potentially capable vendors: SSS requests yielded interest from the aerospace industry, but only LMA could meet the government's schedule and capability requirements.

- Access to the full F-22 Air Vehicle TDP: The USAF has unlimited data rights on a majority of the F-22 Air Vehicle TDP, but did not pay for validation and verification along with delivery of the data. Without validation, verification, and delivery, the data cannot be provided to another source and sustainment cannot be provided within a reasonable amount of time. To obtain delivery of the complete F-22 Air Vehicle TDP and the adequate resources necessary to organize and manage the data and/or act as an integrator, direction must be provided by the Air Force.

- Limited F-22 market: There are no plans to produce more F-22s or offer any for FMS. Therefore, the marketplace for F-22 sustainment is limited to USAF requirements.

IX. Any other facts supporting the use of Other Than Full and Open Competition.

The original F-22 Sustainment Acquisition Strategy signed by Office of the Secretary of Defense for Acquisition, Technology, and Logistics (OSD/AT&L) on 17 January 2007, directed the F-22 to be sustained solely through Contractor Logistics Support (CLS) for the life of the program. Partnerships were directed to remain intact with LMA, Boeing, Pratt & Whitney, and the Air Force for the life of the weapon system, although the roles may change over time. The Life Cycle Management Plan (LCMP) for F-22 sustainment signed by Secretary of the Air Force for Acquisition (SAF/AQ) on 5 March 2012, revised the original sustainment strategy using findings from a 2010 BCA to include a transition for field support and fleet management to organic resources with continued use of the aforementioned partnerships.

The Air Force utilizes depot partnering activities to bring F-22 depot level repair capabilities from CLS at the contractor's facilities to organic depot repair. As of October 2015, [redacted] depot activations have been completed, [redacted] depot activations are in work, and [redacted] depot activations are planned through fiscal year 2021 and beyond. This strategy is founded on continued use of depot partnerships to fulfill all core depot maintenance workload requirements, while preserving the government's flexibility to make best value decisions for establishing additional workload at the organic depots.

As directed by the LCMP, the FASTeR contract designates the TDPs for deferred delivery. Deferred delivery of data was intentional to protect the government's option to take control of any portion of the design baseline when determined the opportunity would provide a better value. To date, the government has utilized a long term sustainment strategy which relies upon the PSI to maintain current data and configuration management of the data. This is based on the long-term support concept directed by SAF/AQ and United States Air Force/Installations and Logistics (USAF/IL) for the life of the F-22 program, subject to continued contract authorizations and the availability of government funds in support of the partnering agreement among AFMC, AFLCMC, Air Logistics Complexes, ACC, LMA, and Boeing.

The F-22 SPO proposes the continued use of a long-term PBL arrangement with LMA, as encouraged by Department of Defense guidance. The long term PBL will focus on cost reduction incentives and performance metrics, while allowing flexibility to adapt to a changing environment. The approach will provide flexibility as the product support strategy evolves by incorporating off-ramps to transition targeted workload for organic execution or competition in the open market.

In accordance with DFARS 217.204(e)(i)(C), signature of this J&A constitutes head of the agency approval, as delegated per Air Force Federal Acquisition Regulation Supplement (AFFARS) 5317.204(e)(i)(C), to exceed a ten year ordering period by six months.

X. List of sources, if any, that expressed interest in the acquisition.

See section VIII above.

XI. A statement of the actions, if any, the agency may take to remove or overcome any barriers to competition before making subsequent acquisitions for the supplies or services required.

Based upon recommendations from the 2010 F-22 BCA, the F-22 SPO took steps to transfer item management for [redacted] Peculiar Support Equipment (PSE) TDP items from LMA. A successful transfer of TDPs will enable the government to either bring the items organically or to compete the items for repair/purchase in the open market.

In March of 2011, the F-22 SPO initiated the transition of [redacted] PSE TDPs. After five years, the PSE TDPs were delivered, revised several times, and are currently 90 percent data compliant. Systemic processes, formatting challenges, and technical data complexities drive the timeliness for successful data delivery. The government still lacks provisioning data and configuration control, which is the next step in the successful transfer to organic item management. In September 2015, a second increment of [redacted] PSE TDPs were contracted for additional delivery and

transfer. The projected completion of successful transfer for the second increment of TDPs is January 2018, which based on the previous [redacted] TDPs, is highly optimistic. Although the PSE TDP delivery has taken longer than expected, the F-22 SPO subject matter experts have codified lessons learned to ensure more timely TDP delivery in the future.

The F-22 SPO foresees problems with a delivery and transfer of the full TDP for F-22 Air Vehicle based on the aforementioned delivery experience. It is anticipated the full TDP consists of [redacted] individual TDPs. If we have not accepted [redacted] TDPs in a five year period, it is unreasonable to expect [redacted] individual TDPs will be delivered in a five year period (as estimated by LMA). For this reason and in the interest of only taking delivery of TDPs deemed valuable to the government, the government will not pursue delivery of the full F-22 TDP all at one time. Decisions to acquire TDP and breakout F-22 Air Vehicle sustainment requirements from the proposed contract are actively being considered and will be pursued at the direction of USAF leadership and the 2015 F-22 Sustainment Management BCA findings. Options under BCA consideration involve various levels of contractor and organic workload sharing. For this reason, an ID/IQ type contract with multiple option periods and multiple pricing arrangements is proposed. Prior to the Contracting Officer exercising option periods, the PEO will review sustainment requirements and competitive breakout opportunities within the ID/IQ. As delivery orders and option periods come to an end, the F-22 SPO will have the opportunity to breakout requirements by not placing a follow-on order or exercising an option period and open the requirement, or portions of it, to competition under a new acquisition(s). Additionally, as requirements become more predictable and evolve, pricing arrangements can move from cost-reimbursement to fixed-priced. The F-22 SPO will continue market research throughout the life of the program.

XII. Certification by the Contracting Officer.

As evidenced by my signature above, I have determined this document to be both accurate and complete to the best of my knowledge and belief.

XIII. Certification by the technical/requirements personnel.

As evidenced by my (our) signature(s) above, I (we) certify that any supporting data contained herein, which is my (our) responsibility, is both accurate and complete.